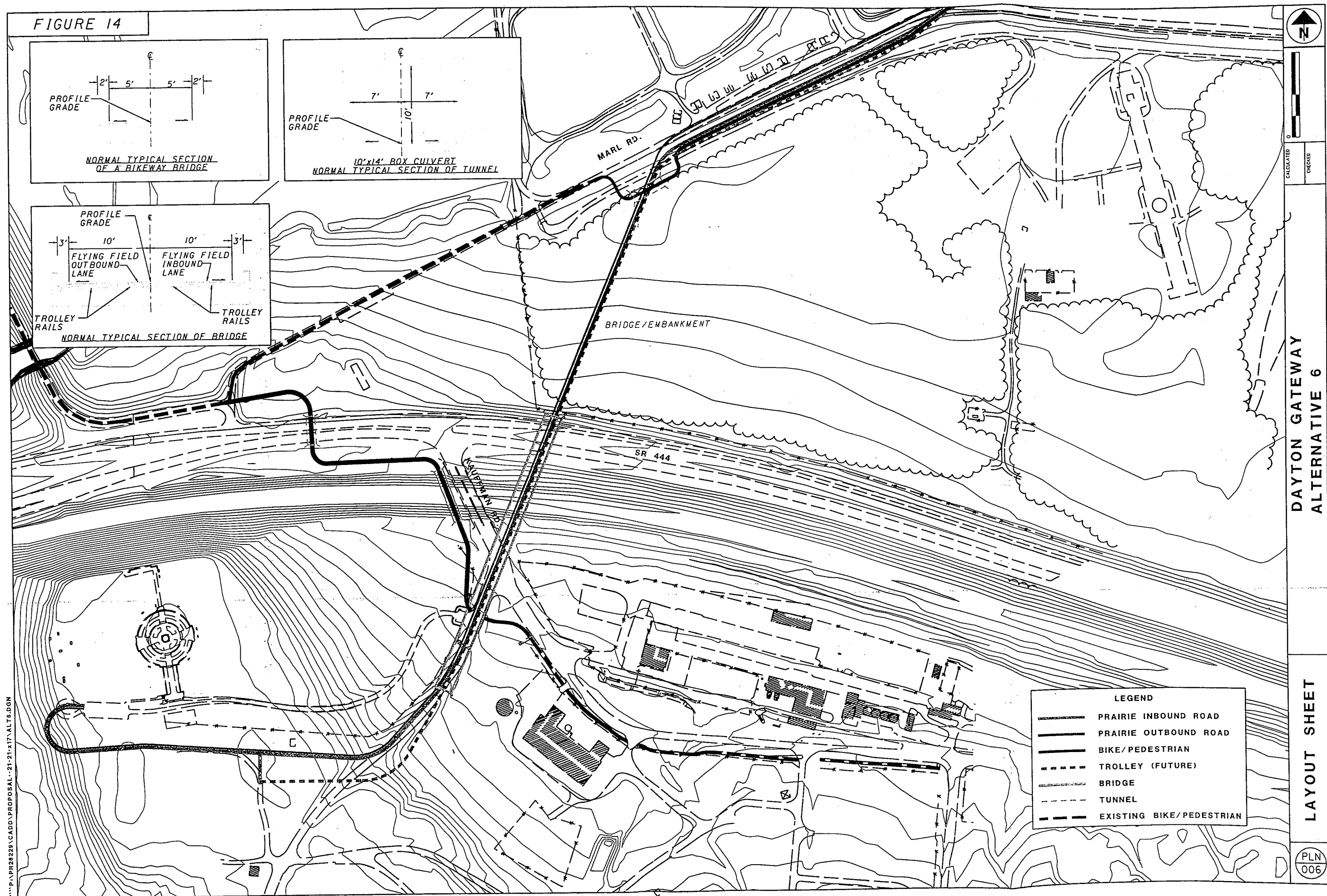


FIGURE 14

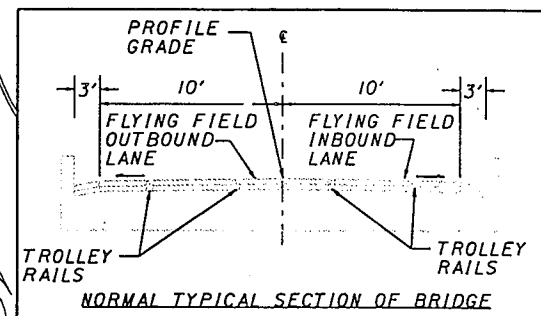
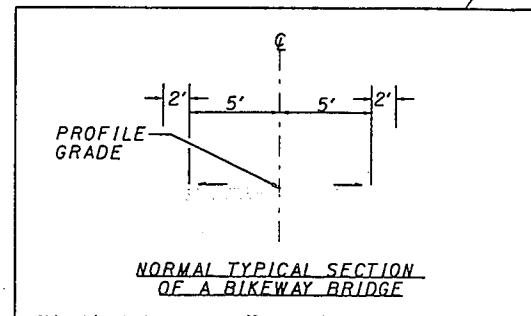
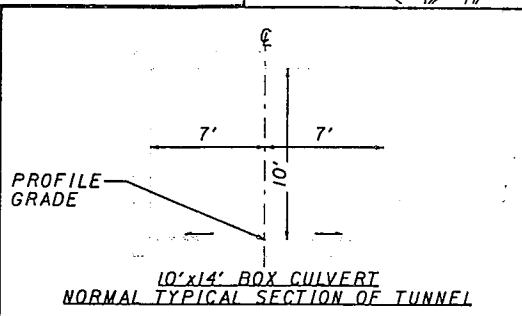
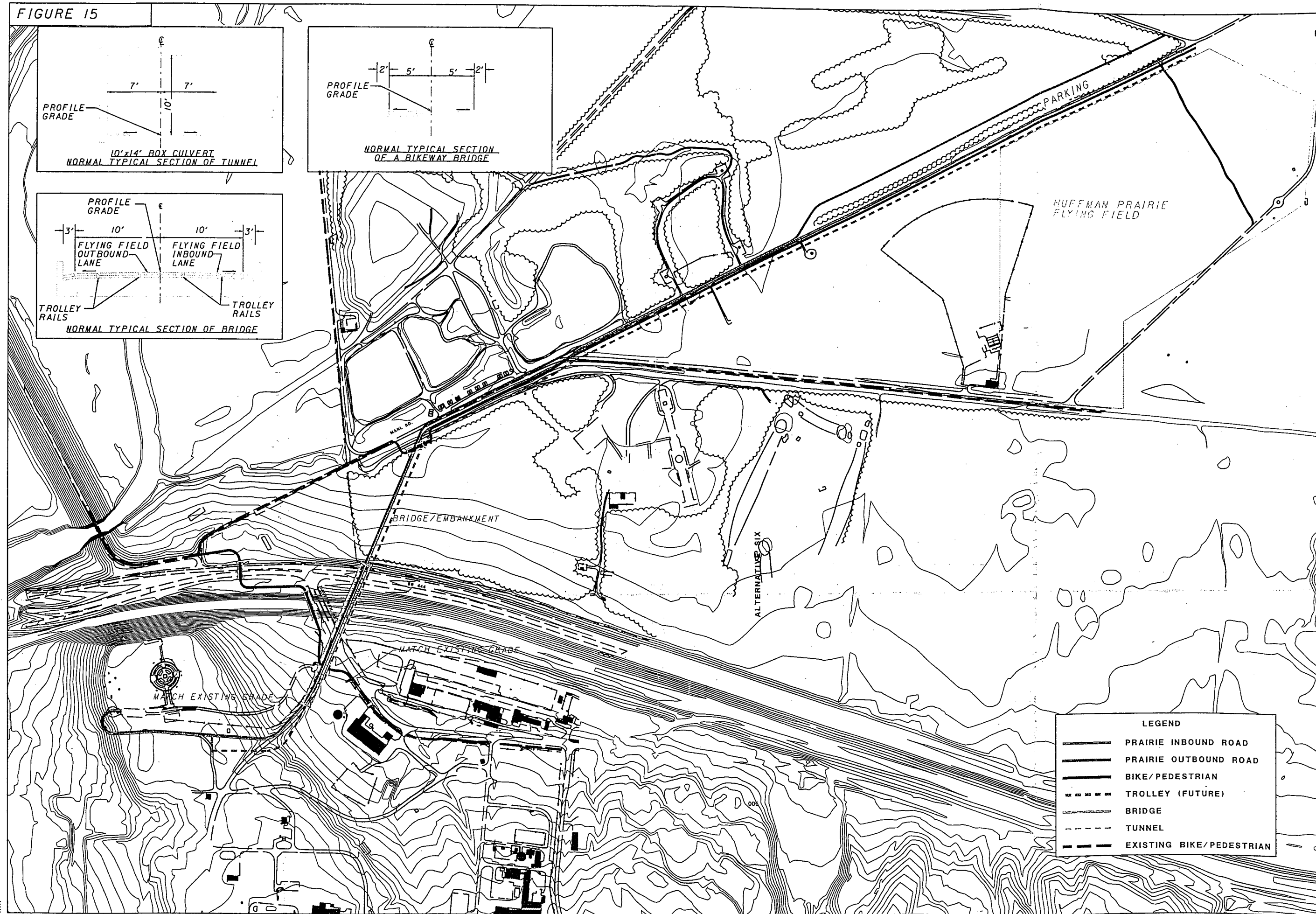


DAYTON GATEWAY ALTERNATIVE 6

LAYOUT SHEET

PLN
008

FIGURE 15



LEGEND

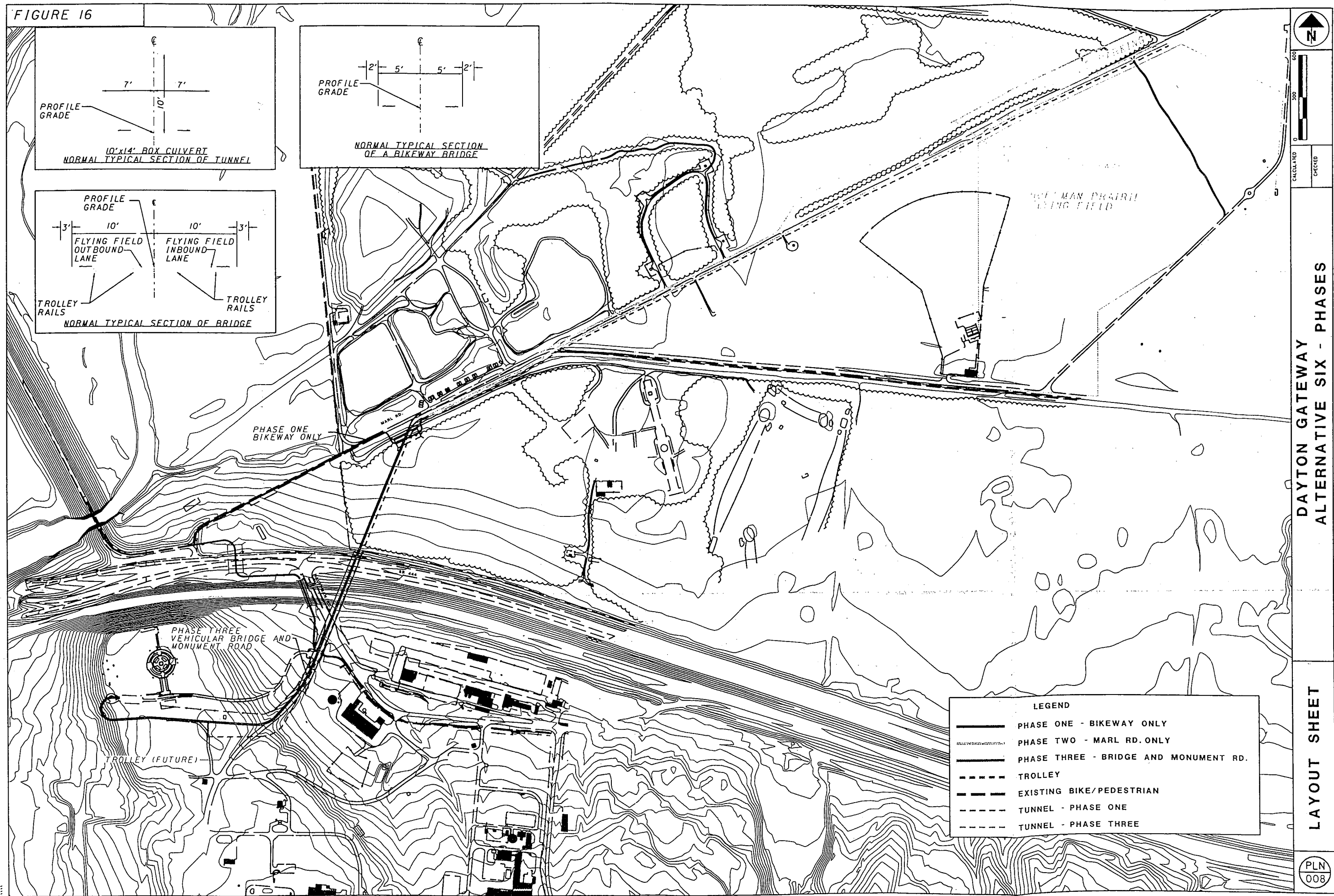
	PRAIRIE INBOUND ROAD
	PRAIRIE OUTBOUND ROAD
	BIKE/PEDESTRIAN
	TROLLEY (FUTURE)
	BRIDGE
	TUNNEL
	EXISTING BIKE/PEDESTRIAN

DAYTON GATEWAY
ALTERNATIVE 6 EXPANDED VIEW

LAYOUT SHEET

PLN
007

FIGURE 16



The auto bridge central to this option results in a highly visible structure in the heart of the area. An unattractive bridge could significantly offset the accessibility improvement it provides between the Park sites, while an aesthetically pleasing facility could enhance and unify the Park experience. Recognizing this issue, the project team seized the opportunity to reinforce the Olmsted design inherent in the Wright Memorial. As shown on Figure 17, the proposed bridge concept uses the shape of the Wright Memorial monument as the model for the bridge columns. In addition, the bridge parapets are clad in fieldstone similar to the area surrounding the monument. In this manner, the structure creates an "architectural bridge" linking the sites.

Under this alternative, the auto bridge could also be restricted to use by a historic trolley shuttle operating between the Wright Memorial and the Flying Field. This would limit Flying Field access to those walking, riding a bicycle, or taking the trolley. This modified access could eliminate parking and reduce roadway improvements at the flying field, and reduce security concerns at the adjacent Air Force base.

5.9 Gateway Action Items

The recommended package of transportation improvements for the Gateway Area includes a variety of changes to auto, pedestrian and bicycle movements within the study area. Changes may become necessary to the roadway system, traffic signals, and bikeway system. While many of the agencies responsible for these transportation facilities were represented on the Steering Committee, the first action item for the Gateway area is to identify all of the agencies that have jurisdiction over, or would be impacted by the proposed improvements. Aviation Heritage Commission staff should then meet with any of those agencies that were not represented on the Steering Committee to explain the proposed plans. The State Historic Preservation Office (SHPO) has been forwarded a draft copy of this report, and will receive a copy of the final version.

Funding is the major issue to be addressed in order to advance the Gateway improvements. The Gateway bridge/roadway is eligible for the Public Lands Highway Discretionary Program. Commission staff have submitted a grant application for funding under this program. If funds are to be solicited for the next design phase, a detailed scope of work, budget and schedule will be required for preliminary engineering and environmental analysis.

Environmental analysis will be conducted in accordance with the National Environmental Policy Act (NEPA). The proposed work will probably require an environmental assessment. If funding is available, the environmental assessment should begin as soon as possible since no construction activity can be initiated until the assessment is completed.

Dayton Aviation Heritage National Historical Park

Figure 17: Gateway

